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NEWS OF THE FAR EAST
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Hongkong Daily Press.

ESTABLISHED 1857

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THE
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No. 15,224, 號四十二百二千五萬一第 日六十月二十年二十三光緒 HONGKONG, TUESDAY, JANUARY 29th, 1907. 二拜禮 號九十二月正年七零百九千一英港幣 PRICE, \$3 PER MONTH.

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Hongkong, 18th November, 1901. 47

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Hongkong, 8th August, 1905. 2261

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Hongkong, 28th January, 1907. a33

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Hongkong, 19th December, 1904. a34

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Hongkong, 28th January, 1907. 294

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during my Absence from the Colony.
During my Temporary Absence Dr.
AINSLIE will attend to my Patients.
Dr. J. H. SWAN.
Hongkong, 24th January, 1907. 279
NOTICE.
THE Interest and Responsibility of Mr.
ROBERT HUNTER BRUCE in our
Firm CEASED on 31st December, 1906.
We have Admitted Mr. WILLIAM WIL-
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ONLY Partners in our Firm from this Date
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Amoy, 1st January, 1907. 133

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Reception Rooms, Large Airy and Well
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View of the Harbour. Terms moderate.
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(late of "Taig Yuen.")
Hongkong, 27th June, 1905. 143
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MRS. GILLANDERS
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Hongkong, 20th September 1905. 1751

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MANAGER
Hongkong, 24th July, 1905. a284

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Hongkong, 23rd January, 1907.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous communications should be inserted. Letters for extra copies of the Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.S.W. & Co. Editors.

P.O. Box, 33. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VUE ROAD, CH. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 29TH, 1907.

Not long ago we ventured to express the opinion that the insurrectionary symptoms in mid-China did not deserve the attention that a persistent anti-dynastic movement would deserve and get. This opinion is evidently not shared everywhere, and the contrary opinion seems to be gaining ground, in Japan, that these troubles indicate at least the beginning of a revolutionary movement, intended ultimately to displace the Manchu dynasty. The absence of anti-foreign manifestations of any overt nature by the insurgents is held by some to bear out the contention that these risings, which we have hitherto regarded as repetitions of the sporadic rebellion incidental and common to the Chinese administrative system, are really of a political nature, and purely pro patria. The evidence that so many of the rebels are well-armed proves nothing, in our opinion, since the same thing has been noticed in connection with ordinary modern pirates. Modern arms of precision have undoubtedly been finding their way into China in great quantities and with fatal ease, doubtless to the enrichment of some people who may one day have occasion to regret their participation in this trade, which, however, was bound to take place, and could not well be stopped. If it be true, as alleged in some of the Japanese papers, that placards have appeared in the centres of disaffection, immediately prior to the more conspicuous risings, and that these placards explicitly denounce the existing dynasty, then there would appear to be

more colour for the suggestion that the sons of Han have discovered so belatedly the necessity from their point of view of getting rid of their Manchu conquerors and rulers. But in that case we would expect to find the rebels cutting off their queues and altering their dress, which at present, though commonly called "Chinese," is really regarded as "foreign" and a badge of defeat, by Chinese who give any thought to things to which custom has lent familiarity. There has been, so far as we are aware, no suggestion that any of the rebels have abandoned shaving or begun hair-cutting, which would appear obvious preliminaries to persons really inimical to the Manchu regime. Then the comparative ease with which these riots are quelled and suppressed is against the belief that there is behind them any patriotism, as we understand it. It is true, as we admitted when first referring to the subject, that a famine cannot be held altogether accountable, since some of the more serious of these disturbances have originated in districts where the pinch of famine has not been experienced; and it is quite plausible to suggest that the malcontents have taken advantage of the opportunity made by famine to stir up the starving people by suggesting causes for effects in their propaganda. We do not, however, believe that the Tsinghs are in any danger, and even if there be any serious talk of revolution, we fancy it will all subside quickly enough when the EMPRESS-DOWAGER comes to impose her imperious whims upon a great and rising people. The EMPRESS herself, having shown some desire at one time for the welfare of his people, will probably attract as much general loyalty as any of his predecessors, Han or Tsing, have ever done. Another thing against the theory of dynastic revolution is that so far we have heard no whisper of a possible Han successor. Anti-dynastic revolutionaries are usually provided with some figurehead nominated to succeed the one to be disposed of, and it would be news to us to learn that the inland Chinese are ready in this respect. It would be far from unnatural for the conduct of the Manchu administration in its recent manifestations to breed discontent and hostility, in any other race; but the Chinese are not inherently rebellious, as some races are. Their temperament, cultured by many generations of precept and training, is to bend to the breeze, to take the line of least resistance, and to submit to the ills they know rather than to fly to others at which they can only guess. The Japan Times thinks it seems to be a part of the policy of the Peking Government to raise the cry of "interests and rights recovery" and thereby divert the popular attention from the anti-Manchu movement, but the policy is capable of quite other explanations, which we have endeavoured to illustrate from time to time. We mention it chiefly because of the interest attaching to this Japanese comment, which is followed by a solemn warning to the present Peking Government that if they do not amend their ways, the western Powers "will soon find reasons for supporting the cause of the revolutionaries," to their own advantage; and by an appeal to the revolutionaries to "forego their hopeless agitation, which only furnishes the ever watchful foreign Powers with chances for aggression." Our Japanese contemporary earnestly hopes "that official China will discard its foolish anti-foreign policy." These quotations seem to embrace more than one point of view, and, as emanating from a semi-official organ, they afford room for interesting meditation.

The English Mail of the 29th December was delivered in London on the 28th inst.

The 'Czar has rewarded Count de Witte with one thousand nine hundred pounds sterling for his services at Portsmouth in connection with the peace negotiations.

It is stated that the salvage steamer Protector has left for Cape Yarela with the object of seeing what can be done to save the Wong Koi and the tug Robert Cooke. The latter vessel is not believed to be in a hopeless position.

At the offices of the Public Works Department yesterday afternoon, Kowloon Island Lot No. 1,203 situated at Yamati, containing 290,000 square feet and having an annual Crown rental of \$2,330, was sold to Messrs. Leigh and Orange on behalf of a purchaser for \$72,700, being \$200 above the upset price.

We would remind our readers that the annual meeting of the Hongkong Recreation Society will be held to-day in the City Hall at 12 noon. The Hon. Mr. F. H. May, C.M.G., Colonial Secretary, is to preside, and it is to be hoped that there will be a large turn-out of those interested in the Society's work.

A Manila paper notes that Captain C. W. Mead, well known in Manila in former days, but for some years connected with the construction of the Canton-Hankow railway in China, has returned to Manila and opened an office under the name of C. W. Mead and Company, Civil and Consulting Engineers.

Senator Tillman has delivered a speech in the American Senate, ostensibly with reference to President Roosevelt's action in disbanding the negro troops, but in reality on the race question. He predicted a bloody settlement. The Senator's extravagant speeches and lectures have attracted large crowds and have undoubtedly inflamed race hatred, whether against Mongolians, Indians or Negroes throughout America.

Two truck coolies were arrested by Sergeant Aris on Sunday for conveying five cases of benzoin through Des Vaux Road West, and charged with conveying dangerous goods through the streets without having the cases marked in English and Chinese. They were admitted to bail in the sum of \$30 each to appear before Mr. C. D. Melbourne at the Police Court yesterday, but as they failed to do so the bail was forfeited in each instance.

Japanese are now going to Java in great numbers. They settle down largely in the interior. The province of Madang swarms, as it were, with Japanese. They do a good business in selling photographs, pictures of the Russo-Japanese war, maps of Asia, medicines, &c. The Chinese and natives gaze at them in wonder that the small nation to which they belong could beat such a great Power as Russia. Photographs of Japanese generals find ready sale.

The Universal Gazette says:—It is decided by the Peking Government to appoint a Viceroy for Manchuria and three governors, one for each province. It is reported that Viceroy Yuan Shih-kai will be appointed Viceroy of Manchuria, Viceroy Tuan Fang, Viceroy of Chihli, Viceroy Tsen Chun-huan, Viceroy at Nanking while Military Governor Chao Erh-luan, will be Viceroy of Yankwei. The report that Viceroy Tsen Chun-huan (Shan) has memorialised asking the Throne to grant him leave for a tour along the Yangtsi is unfounded.

The London Times, reviewing the Parliamentary session, has the following comment on the conduct of the Under Secretary of the Colonial Office:—"More prominent than many Cabinet Ministers, not merely through his own ability, but through his position as representative of one of the greatest departments in the Commons, has been Mr. Winston Churchill. He has had to speak much and often on important and contentious questions. If he has at times been verbose, and caused some exasperation by a slightly superior, slightly a cynical manner, his great success upon the whole is not to be denied. His maturity and aplomb would have been astonishing in the son of any other father, and he has profited by experience to make steady improvement." This is a fine testimonial, considering its source.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

MAIL STEAMER ON FIRE.

LONDON, January 28th.

The N.D.L. Mail steamer *Seydlitz*, homeward bound, caught fire near Colombo. H.M.S. *Diadem*, being in the vicinity, went to the assistance of the liner and removed the mails and passengers.

FURTHER CHEESEPARING IN THE WAR OFFICE.

LONDON, January 28th.

Great resentment is felt in England at the recent Army Order limiting officers' pensions and allowances to widows.

MILDER WEATHER IN EUROPE.

LONDON, January 28th.

The severe weather in Europe has abated, and a rapid thaw has set in.

ALLEGED CHINESE REVOLUTIONARIES.

THE SHANGHAI DISPUTE.

SHANGHAI, January 28th.

Despite the protests of the prisoners' counsel in the Mixed Court, the British Assessor has decided to turn over to the Chinese authorities the alleged revolutionaries, Chang Pao-ching and Huang Yik.

The Court has accepted as prima facie evidence the letter from Tuan Fang containing specific charges based on statements of the other prisoners already convicted at Nanking.

The municipality is not opposed to the surrender on the ground of the prisoners' brief residence at Shanghai, and that their previous record does not entitle them to special protection.

THE KINGSTON INCIDENT.

LONDON, January 28th.

There is a well authenticated report that Sir James Swettenham has offered to resign.

THE GERMAN ELECTIONS.

LONDON, January 28th.

There was a heavy poll throughout the country; the Socialists have suffered the chief reverses, and it is estimated that they have lost 18 seats, retaining 5 seats in Berlin.

H.M.S. "HIBERNIA."

HER FITTINGS AND EQUIPMENT.

The docking of the new battleship *Hibernia*, at Devonport marked the last stage upon which this vessel was to enter preparatory to being commissioned on January 2nd for temporary service in the Atlantic Fleet, and afterwards as flagship of Vice-Admiral Sir Reginald Custance, K.C.M.G., C.V.O., on his succeeding Vice-Admiral Sir A. G. Carson-Howe, K.C.B., C.V.O., as Second-in-command of the Channel Fleet.

The *Hibernia* embodies several features in her fittings out and equipment which are not to be found in the earlier vessels of the King Edward VII. class, of which she is the eighth and last to be completed. Among the improvements may be mentioned appliances for the rapid elevation and training of the heavy guns, which are discharged by motor generators in place of the electric batteries in her sister ships. The use of electric motors is, in fact, more general in the *Hibernia* than in any other British warship except the *Dreadnought*, over 80 of these being installed. The purposes for which the motors are used cover practically everything in the way of power work, with the exception of the main and principal auxiliary machinery. They are even applied to the well-equipped bakery and cooking ranges, which are capable of keeping the ship's company supplied with newly-baked bread and well-cooked meals. The sanitary and hospital arrangements are on the most approved lines special attention having been paid to the facilities for dealing with the wounded in action by the provision of surgical carriers, while the sick quarters are well lighted and adequately ventilated.

The searchlight includes two of improved design, with 36-in. diameter mirrors, fitted with projectors, controlled by electricity, while the Whitehead equipment is capable of discharging 18-in. torpedoes at 4,000 yards' range.

The *Hibernia* has a mixed armament of four breech-loading 12-in. Mark IX. (50 tons), and ten breech-loading 9.2-in. Mark X. (23 tons), and ten breech-loading 6-in. Mark XL (8½ tons) in addition to an auxiliary service of 12 and 3-pounders. The heavy guns are disposed so as to be effective in any weather, the 12-in. and 9.2-in. weapons having a range of over 15,000 yards, equal to seven sea miles, the 6-in. being effective at 11,000 yards, or five sea miles, while the smaller, or anti-torpedo, armament is capable of doing damage beyond the range of torpedoes.

The *Hibernia* it is safe to say, will be one of the most valuable units in the powerful fleet which Admiral Lord Charles Beresford will command on the conclusion of the Lyxos manoeuvres.

THE HON. MR. F. H. MAY.

Though no official announcement has yet been made on the subject, it was freely reported in the Colony yesterday, on apparently unimpeachable authority, that the Hon. Mr. F. H. May, C.M.G., had been offered, and has decided to accept the post of Lieutenant Governor of Ceylon; and further that Mr. May will be proceeding to Ceylon about the end of next month.

Mr. May's departure from the Colony where he has graduated in the service of the Crown will be very generally regretted, for he has earned the unequalled respect and esteem of the whole community. Mr. May, we need hardly add, shares to the full his husband's popularity, and in the social life of the Colony she will be as greatly missed. But when reward comes to a meritorious public servant the chorus of congratulation is loudest and the appointment is generally recognised as well deserved promotion for an able, conscientious and hard working official.

We have the best of reasons for stating that the "rumour" has adequate foundation, being informed, however, that "the matter is not yet finally settled," but that an official intimation may shortly be expected.

A DISASTROUS SQUALL.

MANY LIVES LOST: NUMEROUS SAMPANS CAPSIZED.

A BRAVE CHINAMAN.

Brief as it was, it was a disastrous squall that swept the Colony yesterday afternoon. At about one o'clock p.m. the heavily clouded sky and the sudden gusts of wind which swept the streets caused pedestrians to hurry on their respective ways, but few it was who were not overtaken by the cyclonic squall that so suddenly burst on storm-swept Hongkong. On shore the damage was trifling, and passengers were only delayed until the deluge of rain had ceased. On the harbour, however, death stalked among the floating population, many of whom must have thought that another typhoon had caught them napping. The storm could not have been of more than ten minutes' duration, but it was accompanied by a blinding rain and a heavy sea which played havoc with the smaller craft in the harbour, and was the cause of many deaths. When it is stated by a number of those who were rescued that their sampans were proceeding on their journeys without any sail set, and completely turned turtle, the force of the sea running can be imagined. It must have been like a tidal bore, and there is little wonder that the numerous craft steering under any sail fell victims to the fury of the gale.

The sampans and junks lying alongside the Praya wall seem to have been the most fortunate in this latest catastrophe. It was only those plying in the harbour that suffered from the fury of the brief squall, but as it unfortunately happened, they were numerous. No reliable figures are ascertainable as yet, but from official calculations upwards of one hundred sampans and eight junks either foundered or capsized, the loss of life being considerable. Cargo floated about the harbour in all directions, while crowds lined the Praya walls looking on the wreckage as in the case of the great typhoon. The new office of Kowloon-Canton Railway at Tai Kok-tui was partly unroofed, a heavy section being blown quite a long way. In the vicinity of the Commercial Dock, many corpses were washed up.

It was fortunate for the floating community that so many launches were available, otherwise the loss of life must have been enormous. When they saw the calamity which had overtaken the small sailing craft, the coxswains of launches steered their vessels to the rescue in all parts of the harbour, and their prompt action saved many lives. At West Point, where the greatest damage appears to have been wrought, launches were plying in all directions, pulling awe-stricken people from the turbulent waters which threatened to cover them. Here, too, the police were as usual to the fore. Scouting danger with the first furious whiffs of the storm, as many men as were available appeared on the Praya to render assistance. Seeing a sampan capsized, Sergeant Farr and Constable Spencer obtained the loan of another native craft, pulled out to the wreck, made fast to it, and dragging it back a distance of three hundred yards to the Aberdeen wharf, succeeded in righting it. Then they found to their astonishment a woman and two children hanging on to the roof, but both were uninjured. Constables McLennan and Purden put off to another sampan floating bottom up, and through their gallant efforts two more lives were saved.

Much has been written of the bravery displayed by Chinese in the recent typhoon, but no more gallant act has yet been published than that of Mr. Ng Sotai, the owner of the steam launch *Li On*. Taking Sergeant Gordon on board, the two set out into the harbour to the assistance of the distressed, and between them rescued six people from a watery grave. When the launch ran alongside a sampan just upturned, the Chinaman, without divesting himself of his clothing, took a ladder over the side, and swimming under the capsized craft, pulled two of the crew out and placed them on his launch. It was a gallant piece of work for one possibly bred to the Chinese expenditures concerning drowning, and an act worthy of recognition.

Eastward the gale does not appear to have struck with the same severity, still there is the same tale of wrecked sampans and untimely deaths. Off Jardine's Sugar Refinery a sampan capsized, but all were rescued with the exception of a child, two years of age, whose lifeless body was afterwards recovered by the police. Another sampan passing the Naval yard without any sails up capsized, and another death was added to the roll before a launch could cast off to the assistance of the crew. Another boat which carried coolies from ship to ship was overturned opposite No. 2 Police Station, and two more men went down. She had a large number on board, however, and fortunately the great majority were rescued.

The promptitude with which the men-of-war in the harbour prepared to help the shipwrecked was commendable, and this action must have saved many lives. British and foreign blue-jackets rapidly lowered and manned pinnaces and whaleboats, the crews pulling with a will to the assistance of many a forlorn crew. The Dock Co. launches, likewise, were early on the scene, and many Chinese owe their lives to the labour of the employees of this Company. Mr. C. D. Silas, who took out the launch *Ci* succeeded in rescuing five people, while a large number were rescued by the Kowloon No. 1 launch. On the Yamati side, Mr. J. Morrison, in another of this Company's launches, succeeded in rescuing seven out of a crew of twelve, but was unable to recover the other five. In order that the apparently drowned might not want for professional attendance, Commodore Williams thoughtfully despatched a torpedo boat, on board of which was two medical men.

men, to cruise round the harbour and render aid wherever their services were required.

With the readiness which always characterizes the directors of the Tung Wah Hospital, their launches were speedily prepared to render every assistance, and right well the crews on board worked to rescue their countrymen. When landed, the dead and the apparently drowned were removed to hospital, and on this account the police will be unable to calculate with any degree of accuracy, until to-day, the death roll.

When he learned of the catastrophe, His Excellency the Governor, accompanied by Mr. R. A. B. Ponsbury, his private secretary, was promptly on the scene, enquiring at the various police stations concerning the losses and thus showing his sympathy for our distressed floating population.

THE ROYAL VISIT.

The following programme is official, but subject to the approval of H.R.H. the Duke of Connaught:—

Wednesday, Feb. 6th, 9.00 a.m. Arrival of s.s. *Delhi*.

10.00 a.m. Their Royal Highnesses will land at Blaise Pier. A Guard of Honour of the 12th (Duke of Connaught's Own) Baluchis, will be furnished.

Their Royal Highnesses will then proceed to the City Hall, where an Address of Welcome from the Community will be presented.

Their Royal Highnesses will proceed to Government House at 10.45 a.m. and at 11.30 a.m. will unveil Statues of His Majesty the King and His Royal Highnesses the Prince of Wales. Their Royal Highnesses will lunch at Government House at 1.00 p.m.

In the afternoon His Royal Highnesses will undertake Military Inspections.

At 5.30 p.m. His Royal Highnesses will be present at a Masonic Lodge Meeting.

Their Royal Highnesses will dine at Government House at 8.00 p.m. and a Reception will be held at 10.00 p.m.

Thursday, February 7th, His Royal Highnesses will be occupied throughout the day with Military Inspections and will lunch with the 129th (Duke of Connaught's Own) Baluchis at Kowloon.

Their Royal Highnesses the Duchess of Connaught and Princess Patricia will be present at a Chinese Theatrical Performance at 4.30 p.m.

At 10.00 p.m. Their Royal Highnesses will leave for Canton in a special River Steamer. They will breakfast on board and after visiting the City, lunch at the Five Storeyed Pagoda on the City Wall. They will return through the City and embark on the return journey in the course of the afternoon. Arrive Hongkong about 11.00 p.m.

Saturday, February 9th, His Royal Highnesses will be engaged in Military Inspections.

The *Gazette* contains the appended notification from the Harbour Master's Department:—

Under the provisions of Ordinance No. 2 of 1869, the following regulations having received the approval of His Excellency the Officer Administering the Government will be observed on the occasion of the arrival of Their Royal Highnesses the Duke and Duchess of Connaught.

1. The P. & O. Steamer *Delhi* conveying Their Royal Highnesses on the 6th proximo about 8 a.m. will proceed through the Central Fairway direct to Alfred Holt's Eastern Buoy. From the time the vessel leaves Sulphur Channel until she is made fast to the buoy the Central Fairway will be closed to ordinary traffic and no ship, junk or vessel of any description other than those authorised to be in attendance on the *Delhi* may pass in or across the Central Fairway during this period.

2. At the disembarkation of Their Royal Highnesses the route from the *Delhi* to Blaise Pier will be lined by launches and no junk, steam-launch, boat or other vessel except those engaged in the disembarkation may pass in or between the lines.

ANOTHER KAISER STORY.

An awkward predicament is always amusing—for the other man. Two stories are told to-day of people whose lines were cast in unpleasant places, and we other men (and women) must feel grateful to the victims for providing us with a smile. The first story is that of the enterprising reporter of a Berlin paper, who resolved to get an insight into the travelling manners of the Kaiser. Accordingly, he disguised himself as a liveried servant, and accompanied his monarch and a few of that monarch's intimate friends in the train which whirled them towards Potsdam. For some time all went well. Then the Kaiser's observant eye noticed something peculiar in the impassive servant. Inquiries were ordered, and resulted in the reporter's confessing his daring. A storm was about to break on the Imperial countenance. It cleared away as though by magic. The Kaiser, ingenious as sentimental Tommy, had found a way. Stopping the train, he dropped the intruder on the track, ten miles from everywhere. The Kaiser was immensely pleased; we also are amused at the spectacle of the poor man in livery lost in the wilds; and there was no great reason for the reporter to grumble. After all, he had learnt something fresh about the Kaiser. Had he not shown his possession of a sense of humour?

LATEST STEAMER MOVEMENTS.

The P.K.K. str. *Nippon Maru* sailed from Manila for this port on the 28th inst. at 6 a.m., and is therefore due to arrive here on Wednesday, the 30th inst., at daylight.

The M.M. str. *Australian*, with the next French mail, left Singapore on the 28th Jan., at 2 p.m. for this port via Saigon.

The C.E.R. str. *Empress of Japan* left Vancouver on Friday, the 25th Jan., p.m., for Hongkong and the usual ports of call.

The Shire Line str. *Monmouthshire* left Singapore on Sunday, the 27th Jan., and is due here on or about the 3rd Feb.

The P. & O. str. *Palma* left Singapore for this port on the 28th Jan., at 2 p.m.

The N.Y.K. str. *Waikanae Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 28th Jan., and is expected here on the 4th Feb.

SUPREME COURT

Monday, January 28th.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

CONFISCATED MURKINS OF MORPHIA.
Sir Henry Berkeley, K.C., instructed by Mr. J. Scott Harrison (for Messrs. Evans and Hamilton) moved, pursuant to notice, for an order nisi calling upon the magistrates, Mr. Hazeland, to show cause why their Lordships should not issue a writ of certiorari to quash a certain order made by the Magistrate who, assuming to act under section 39, Ordinance 2 of 1891, forfeited four cases of murkies of morphia, the property of Mr. William Hoffman, of Shanghai, which had been seized on July 23rd, 1906, at Tsingtsai, Kowloon, in godown 21 of the Hongkong and Kowloon Wharf and Godown Co.

The Chief Justice.—Of course we have read the file, but is this going to be opposed?
Sir Henry Berkeley.—Since the notice was filed we received a letter.

The Puisne Judge.—Have you got your stuff?
Sir Henry Berkeley.—We have not got it yet. Before doing so we wish to put ourselves in order by getting the order nisi.

The Chief Justice.—I suppose you want to get the Magistrate's order quashed?

Sir Henry Berkeley.—Yes, and it is a question after that of compensation and costs. We have been driven to take this step, but if they give us costs that will be the end of the matter. Counsel then put in the affidavits filed in the case.

The Chief Justice.—The only question that occurred to me when reading the papers is as to whether it was not construction as distinguished from jurisdiction.

Sir Henry Berkeley.—No. In this case we should have originally appealed, but the man knew nothing about his property having been forfeited until some time afterwards. To give jurisdiction in this property should have been opium whereas it is murkies of morphia.

The Chief Justice.—That I think is construction.

Sir Henry Berkeley.—Possibly.

The order was granted and the appeal will be heard on Monday.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE).

MAN SHUN WO & SONS CO.

The hearing of this claim for the recovery of \$1,863 said to have been lost on a shipment of birds' nests, was concluded.

After hearing lengthy addresses from counsel on both sides, his Lordship reserved his decision.

POLICE COURT.

Monday, January 28th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

HOUSEBREAKING.

Two long-robed Chinese appeared before the Court on a charge of breaking and entering the house No. 45 Gough Street, and stealing therefrom a quantity of silk clothing and \$35 in money.

From the evidence it appeared that one of the defendants was staying at the house in question, being a friend of the family. He accompanied them to the theatre on the night of the robbery, and while they were engaged in the play took advantage of the opportunity to steal away, and meeting his accomplice together they returned to the house and forced the door open.

His Worship found the defendants guilty and sentenced each to two months' imprisonment with hard labour and four hours' stocks.

THE ALLEGED ARSON CASE.

The Chinese boy charged with arson by Inspector Macdonald of Yaumati Station again appeared before his Worship. It will be remembered that in this case the boy lit a fire on the floor of an empty house, for the purpose, he said, of keeping himself warm, and the Magistrate held that as the act was not malicious the defendant could not be charged with arson, and asked Inspector Macdonald to consider his position.

The Inspector was satisfied that a charge of arson could not be maintained, and asked for the defendant's release.

The boy was accordingly set at liberty.

LARCENY.

Chan Kui, an unemployed coolie and a confirmed opium smoker, has been carrying on a profitable, but dishonest, business by stealing pillows from one opium den and selling them to another. He was eventually caught with one of the stolen pillows in his possession, however, and handed over to the police. On appearing before his Worship yesterday he was sentenced to fourteen days' imprisonment with hard labour.

FOOTBALL CHALLENGE SHIELD.

The following is the draw in the second round:

Y.M.C.A. v. "G" C. 3rd Middlesex Reg. Royal Engineer v. King Alfred.
Royal Artillery v. Lusitano F.C.
"F" C. 3rd Mid. Reg. v. Hongkong Club.
Tie to be played on or before 23rd Feb'y.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

The eighteenth ordinary meeting of shareholders in this Company was held at the Company's offices, Victoria Buildings, at noon yesterday. Hon. Mr. W. J. Gresson presided, other shareholders present being Sir Paul Chater and Messrs. A. Haupt, A. J. Raymond, D. M. Nissim, N. A. Sieb and H. P. White (directors), A. Shelton Hooper (secretary), T. E. Haugh, J. Orange, H. Percy Smith, F. Ellis, C. W. May, D. K. Moss, A. H. Ough and A. Rodgers.

The notice calling the meeting having been read.

The CHAIRMAN said:—
Gentlemen—With your sanction, I propose to take the report and accounts as read. During the year under review, the property market in common with all other markets has suffered from the period of depressed trade, which I trust we are rapidly leaving behind us. The conditions have been such as to preclude the sale of any of our properties, and as no lots with a reasonable prospect of advantageous development have been submitted to us, the company has not derived any revenue from this branch of its business. A comparison of our assets with the year 1905 shows that the amount advanced on mortgage has decreased by \$14,533; and that a further sum of \$95,203.84 has been spent on developing properties, making our property investments \$8,050,975.75, against \$5,985,771.91 in 1905. Dealing with profit and loss account the return from that important source of our revenue, "Rents," shows an increase of \$91,138. This in a measure must be considered satisfactory, but I regret to say that in spite of every endeavour we have still a number of vacant tenements, although not so many as a year ago. From the census recently taken, you are aware that there has been a reduction in the Chinese population; there are other causes also which have seriously affected properties, but as we must all hope for the amelioration, if not the removal, of useless restricted ones it would appear to be reasonable to anticipate a gradually increased return from Chinese tenants. There is an increase of \$2,840 in commission account. On the debit side of the account you will find interest account, and with the withdrawal of funds invested on mortgage it is only to be expected that our revenue under this heading must be a gradually declining one, the actual decrease this year being \$51,891.88. Charges account is practically unaltered, while fire insurance is some \$2,800 more. The cost of repairs increased from \$11,087.26 to \$14,094.36 which is accounted for by the damage done by the typhoons, and estimated at about \$6,000. Summarised, the net earnings of the year are \$55,811.23 more than in 1905, if you exclude from that year the \$101,556 derived from profit on "Property and Investment," and this result your directors trust you may consider satisfactory. If any further information is desired, I shall be pleased to give it to the best of my ability.

Mr. Moss.—Mr. Chairman, there is an amount among the assets of \$6,050,975.75. How is it that nothing has been written off for depreciation of property?

The CHAIRMAN.—The answer to that question is that the property is never written down because anything that is necessary is provided on the other side of the account for depreciation.

Mr. Moss.—If your property stands like this in the books, what do you think would happen in case of a big fire? Do you think the Insurance Companies would pay up the full amount? They don't pay up book value, they pay up actual value.

The CHAIRMAN.—The Insurance Companies would pay up the actual value for which we are insured.

Mr. Moss.—Is that the custom?

The CHAIRMAN.—We are fully insured.

Mr. Moss.—I know it is not the custom amongst fire insurance companies to pay up like that.

The CHAIRMAN.—I think that in the case of a Company like this the insurance companies would recognise any claim submitted provided it was justifiable. There would be no difficulty in recovering the full amount of our insurance.

Mr. Moss.—I don't think they would; and with regard to accounts payable \$1,957,541.26, how much of that is out on loan on which we are paying interest?

Mr. Hooper.—Receiving interest.

Mr. Moss.—Receiving interest. What I mean to say is that some of the amount must be contractors' accounts. Surely there is not a book amount like this all due.

The CHAIRMAN.—You seem to be a little bit vague about what information you require.

Mr. Moss.—Well, I'd like the accounts payable split up in more detailed manner so that we can know exactly what it is.

The CHAIRMAN.—If you look on the other side of the account you will see an amount transferred to mortgage; deduct that from the accounts payable.

Mr. Moss.—That leaves roughly \$600,000 in accounts payable. What does that consist of?

The CHAIRMAN.—The difference between the two is really represented by an overdraft with the Hongkong and Shanghai Bank.

Mr. Moss.—Oh! I see. That's all.

The CHAIRMAN.—If nobody desires further information I will propose that the report and accounts as presented be adopted and passed.

No further questions being asked, the CHAIRMAN moved accordingly.

Mr. Hooper.—I rise to second the adoption of the report and accounts. The lucid manner in which they have been dealt with by our Chairman leaves me very little to say, but I must echo what has fallen from him in hoping that the drastic laws which at present so

handicap property holders may be considerably modified in the near future. I do not like to say too much about this, looking as we do on the matter as one which may be opened up shortly. We have now sitting a Royal Commission dealing exhaustively with matters concerning property, and I look forward hopefully to the outcome of their deliberations, and with confidence that whatever recommendations they may put forward will bring amelioration of our lot. (Applause). The year that has passed has been a troublesome one; it is brought home to us now when we are closing up our accounts, the losses we have sustained, and it is matter for congratulation that our directors are able to recommend the payment of the dividend they have done. (Applause). There is a lot of the Oliver Twist about shareholders, and at times we are perhaps too prone to hold out our hands for more. On this occasion I think we are fortunate, and the least we can do is to cheer on our directors and management and show our appreciation of the year's work. (Applause).

The motion was carried unanimously.

Mr. D. M. Nissim's appointment to the Board of Directors was confirmed on the motion of Mr. Moss, seconded by Mr. Rodgers.

Mr. Percy Smith moved the re-election of Messrs. A. J. Raymond and D. M. Nissim to the Board of Directors.

Mr. May seconded, and the motion was agreed to.

It was proposed by Mr. Orange, seconded by Mr. Ough and carried unanimously that Messrs. H. Percy Smith and C. W. May should be reappointed auditors.

The CHAIRMAN.—Dividend warrants will be ready on application to-morrow morning. I thank you for your attendance, gentlemen.

THE WEST POINT BUILDING CO., LD.

The eighteenth ordinary meeting of shareholders in the West Point Building Co., Ltd., was held at the Company's offices, Victoria Buildings, yesterday morning. Sir Paul Chater presided, and there were also present Hon. Mr. W. J. Gresson and Messrs. A. J. Raymond and A. G. Wood (directors), Mr. A. Shelton Hooper (secretary), and Messrs. J. Orange, F. Maitland, F. Ellis, G. C. Moxon, H. Percy Smith, A. Haupt, J. M. Grace, E. H. Haskell and C. W. May.

The SECRETARY read the notice convening the meeting after which

The CHAIRMAN said:—Gentlemen, With your permission we will take the report and accounts as read. The result of the year's working shows a net profit of \$12,546.69 as against \$45,700.67, which enables us to pay a dividend of \$4.10 against \$3.65 for the previous year. You will notice that on the credit side of profit and loss account rents received stand at \$80,000, whereas in the 1905 account the amount under that heading was shown as \$85,251.04, the reason being that the latter amount included rates which were payable to the Government and refunded by the tenant; but as the tenant now pays rates direct to the Government and they do not appear in our books the net rent received is alone shown, and in consequence thereof they do not appear either on the debit side of this account. As you will also notice, Crown rent alone is being charged at \$818 as against \$9,069.04 shown in the 1905 account for Crown rent and rates. The cost of property this year is shown as \$9,968.01 in excess of last year, being the cost of improving the water service required by the introduction of the rider main system demanded by the Government. The cost of the upkeep of the property is about \$4,000 less than the previous year, which considering the destructive typhoons experienced, your directors deem very satisfactory. If any shareholder wishes for further information, I shall be pleased to answer any questions.

There were no questions, and the CHAIRMAN proposed the adoption of the report and accounts.

Mr. Haupt seconded, and the motion was carried.

Mr. Orange moved the confirmation of the appointment of the Hon. Mr. W. J. Gresson to the Board of Directors.

The motion was seconded by Mr. Ellis and carried.

Hon. Mr. W. J. Gresson and Mr. A. J. Raymond were re-elected to the Board of Directors on the motion of Mr. Maitland, seconded by Mr. Haskell.

Mr. Moxon proposed, and Mr. Grace seconded, the re-election of Mr. C. W. May as auditor.

The Chairman.—That is all the business, gentlemen. Dividend warrants will be ready to-morrow.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 28th at 11.55 a.m.—The barometer has risen quickly over Japan, the depression having moved away Eastwards.

The barometer has fallen slightly over the E. coast of China, and risen a little on the S. coast.

Pressure is highest over N. China. It remains low over the Northern shores of the China Sea.

Moderate N.E. winds may be expected in the Formosa Channel and fresh to strong E. winds off the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.27 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
E. winds, fresh to strong; equally showery N.E. winds, moderate.

Hongkong & Neighbourhood Formosa Channel South coast of China between Hongkong and Lamocka South coast of China between Hongkong and Hainan.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton January 26th.

A CHINESE CONTRACT.

The local engineer Chan Inn Tai entered into a contract with the Chinese Government some two years ago for the reclamation of the Ho Pak new land and is said to have received from the Sin Hau Kuei from time to time considerable sums of money amounting to 500,000 taels on account of work done and materials supplied. The time limited in the contract for the completion of the work had expired long ago and extension of time was granted to the contractor on several occasions in order to enable him to complete the reclamation, but up to the present time the work has not been finished.

Recently Viceroy Chou Fu and Shen Tsai-tai went personally and inspected the reclamation works. They discovered that only a portion of the work had been completed and that it was very badly done. His Excellency was very much annoyed about the way the contractor had conducted the work. His Excellency gave orders to the Nam Hoi Magistrate to seize all Chan Inn Tai's property. It is now reported that the assistant magistrate has seized the following properties belonging to Chan Inn Tai:—Engineering shop at Shap Pat Po, head office at Nam Kwan, six houses at bank of head office, engineering shop at Honam and eight steam launches. Viceroy Chou Fu has also sent a despatch to Viceroy Chang Chih-tung requesting the latter official to order Magistrate Yeung Yum Ting who was chief deputy of the reclamation works (who is at present on leave to his native country at Hupoh) to be immediately sent back to Canton for the investigation of his accounts regarding the reclamation affairs.

25 PRISONERS EXECUTED.

Admiral Li Tann went to the Kung Po military station on the 24th instant to witness the execution of 25 pirates who had already been tried and condemned to capital punishment.

A CHINESE DEBTOR.

On representation being made by the British Authorities on behalf of the creditors, Viceroy Chou Fu caused Leong Fo Shueung's house in Shap Ng Po to be seized. It is reported that Leong's debts in Hongkong amount to the huge sum of about \$400,000.

STEPS TO PROMOTION.

Expectant Prefect Chung Van Fong was one of the officials who came to Canton with Viceroy Chou Fu. Prefect Chung is a doctor by profession. Recently the Viceroy was suffering from a sore foot and Chung was summoned to the yamen to attend to him. It is reported that Chung has cured His Excellency and he intends to appoint the prefect as principal medical officer of the Provincial Army and the military colleges.

PRESS IN LEADING STRINGS.

Viceroy Chou Fu has received a copy of the new Press Laws from Peking. His Excellency sent a copy of it to the Nam Hoi Magistrate. Yesterday the magistrate invited the editors of the local press, who called at the magistracy and were requested to affix their signatures to the document in acknowledgment that the laws are enforced. The interview lasted over an hour, during which the magistrate suggested to the members of the press that they should establish a public hall where meetings could be held to investigate press affairs. They should also communicate regularly with the commercial and labour societies abroad so as to ascertain the treatment of the Chinese by foreigners.

AMERICA AND JAPAN.

Recently a gentleman named Snyder wrote to the Editor of the Pacific Commercial Advertiser complaining that that journal was ill advised in "continually harping on the weakness of the United States in the event of a war with Japan."

The Advertiser thus retorts:—"Mr. Snyder may rest assured that there is nothing the Japanese General Staff does not know about any phase of the American military and naval situation, particularly in the outposts of the United States in the Pacific. Our Government does not try to guard its offensive and defensive secrets well, and few Governments, however secret they may undertake to conceal the things a possible enemy ought not to know, are able to outwit the Japanese. Only the other day the Kaiser remarked upon the perfect efficiency of the Japanese spy system in the light of the discovery that the barbed wire shaves away of the highest military officers at Berlin, and the foreign military and naval attachés, hearing the Japanese gossip daily, was a Colonel in the Mikado's intelligence department. A few years ago Admiral Evans recognized, in the Captain of a Japanese battleship, on whom he was calling, a former cabin servant of his own. So Mr. Snyder may feel satisfied that in the discussion of the present Japanese affair, the American and Hawaiian American Press are trying to do is to warn Americans here and elsewhere, through fact and precept, that Japanese-baiting and Chinese-baiting are very different things and that Japan, as the strongest Pacific military power, great proud and sensitive, cannot be flouted with impunity and does not deserve to be flouted in any case. By showing our national defencelessness in the Pacific and contrasting it with the acknowledged preparedness of Japan; by pointing out that Hawaii contains at least a full division of Japanese of more or less military training and that our naval and military garrisons are left criminally weak by the central Government, this paper hopes to convince the readers that nothing could be more surely opposed to our common welfare than to continue the anti-Japanese policy already begun here. Within two years there have been attempts, more or less adroit, to exclude the Japanese from pursuing that which their treaty apparently gives them the right to follow—their business of making a livelihood by driving the Chinese sheep and practicing medicine and selling liquor. Happily, on these subjects, good sense is beginning to prevail, but we doubt that this would have been the case, save for the discussion of which Mr. Snyder complains. As for the President, he is being criticised, as some newspapers are, for saying things which will be justified in public opinion when all the phases of the Japanese crisis become generally known."

PHOTO ALBUMS!

PHOTO ALBUMS!!

PHOTO ALBUMS!!!

LONG HING & CO.

No. 17, QUEEN'S ROAD.

35

SIMPSON'S WHISKY.

OF UNRIVALLED QUALITY, PURITY AND AGE AS USED IN THE

HOUSE OF LORDS, AND THE ROYAL HOUSEHOLD.

PER CASE - - \$16 00

10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

SOLE AGENTS:

H. PRICE & CO.

TELEPHONE No. 135.

WINE AND SPIRIT MERCHANTS,

36]

12, QUEEN'S ROAD CENTRAL.

HONGKONG JOCKEY CLUB.

Entries for the races to be held at Happy Valley on the second day of the meeting, Wednesday, February 27th, are as under:

THE JOCKEY CUP.—Value \$300. Second to receive \$100; and Third \$50. For China ponies, subscription griffins of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Previous winners barred. Entrance \$10. Once round.

1—Mr. Buxey's Small Rose, 10st 12lb
2—Mr. Buxey's Pale Rose, 11st 1lb
3—Mr. Carruthers' Homocoe, 10st 9lb
4—Mr. C. Paul Chater's Rust, 10st 9lb
5—Mr. W. G. Clarke's Vagabond, 10st 12lb
6—Mr. W. G. Clarke's Patsan, 10st 12lb
7—Father O'Flynn's Dublin, 10st 11lb
8—Messrs. T. F. Hough and E. Shewan's Inverurie's Hope, 10st 12lb
9—Messrs. T. F. Hough and E. Shewan's The Skean Dhu, 10st 4lb
10—Mr. Hunter's Petard, 11st 1lb
11—Mr. Hurstham's Wicked, 10st 12lb
12—Mr. M. H. Logan's Paisley's Pride, 10st 12lb
13—Mr. Leland's Robbie, 10st 12lb
14—Mr. D. Macdonald's Highland Heather, 10st 9lb

15—Mr. Macdonald's Highland Bonnet, 10st 9lb
16—Mr. Macdonald's Highland Bonnet, 10st 9lb
17—Mr. Macdonald's Highland Bonnet, 10st 9lb
18—Mr. Macdonald's Highland Bonnet, 10st 9lb
19—Mr. Macdonald's Highland Bonnet, 10st 9lb
20—Mr. Macdonald's Highland Bonnet, 10st 9lb
21—Mr. Macdonald's Highland Bonnet, 10st 9lb
22—Mr. Macdonald's Highland Bonnet, 10st 9lb
23—Mr. Macdonald's Highland Bonnet, 10st 9lb
24—Mr. Macdonald's Highland Bonnet, 10st 9lb
25—Mr. Macdonald's Highland Bonnet, 10st 9lb

THE EXCHANGE PLATE.—Value \$1,000. Presented by the bankers and exchange brokers of Hongkong. Second to receive \$300; and Third \$100. For China ponies. Weight for inches as per scale. Previous winners at this meeting of one race 7 lb extra; of two or more races 10 lb extra. Griffins allowed 5 lb. Subscription griffins of this season 1906-1907 allowed 10 lb. Unplaced runners, allowed 5 lb. Entrance \$15. From the two mile post once round and in.

1—Mr. Bratton's Kingston (late Exchange King), 11st 1lb
2—Mr. Buxey's Triumph Rose, 11st 1lb
3—Mr. Buxey's Glorious Rose, 11st 1lb
4—Mr. Buxey's Coronet Rose, 11st 1lb
5—Mr. Copenhagen's Cosmopolitan, 11st 1lb
6—Mr. Copenhagen's Crisis, 10st 12lb
7—Mr. F. B. Marshall's Tip Cat, 11st 1lb
8—Mr. F. B. Marshall's Tip Cat, 11st 1lb
9—Mr. F. B. Marshall's Tip Cat, 11st 1lb
10—Mr. F. B. Marshall's Tip Cat, 11st 1lb
11—Mr. F. B. Marshall's Tip Cat, 11st 1lb
12—Mr. F. B. Marshall's Tip Cat, 11st 1lb
13—Mr. F. B. Marshall's Tip Cat, 11st 1lb
14—Mr. F. B. Marshall's Tip Cat, 11st 1lb
15—Mr. F. B. Marshall's Tip Cat, 11st 1lb
16—Mr. F. B. Marshall's Tip Cat, 11st 1lb
17—Mr. F. B. Marshall's Tip Cat, 11st 1lb
18—Mr. F. B. Marshall's Tip Cat, 11st 1lb
19—Mr. F. B. Marshall's Tip Cat, 11st 1lb
20—Mr. F. B. Marshall's Tip Cat, 11st 1lb
21—Mr. F. B. Marshall's Tip Cat, 11st 1lb
22—Mr. F. B. Marshall's Tip Cat, 11st 1lb
23—Mr. F. B. Marshall's Tip Cat, 11st 1lb
24—Mr. F. B. Marshall's Tip Cat, 11st 1lb
25—Mr. F. B. Marshall's Tip Cat, 11st 1lb

THE GOLD COAST CUP.—Presented by His Excellency Sir Matthew Nathan, K.C.M.G. Second to receive \$100; and Third \$50. For China ponies. Weight for inches as per scale. Previous winners at this meeting of one race 7 lb extra; of two or more races 10 lb extra. Griffins allowed 5 lb. Subscription griffins of seasons 1905-1906 and 1906-1907 allowed 10 lb. Entrance \$10. Five furlongs.

1—Mr. Bratton's Kingston (late Exchange King), 11st 1lb
2—Mr. Buxey's Triumph Rose, 11st 1lb
3—Mr. Buxey's Glorious Rose, 11st 1lb
4—Mr. Buxey's Coronet Rose, 11st 1lb
5—Mr. Buxey's Big Rose, 10st 12lb
6—Mr. W. G. Clarke's Patsan, 10st 12lb
7—Mr. Copenhagen's Cosmopolitan, 11st 1lb
8—Mr. Copenhagen's Crisis, 10st 12lb
9—Mr. F. B. Marshall's Tip Cat, 11st 1lb
10—Mr. F. B. Marshall's Tip Cat, 11st 1lb
11—Mr. F. B. Marshall's Tip Cat, 11st 1lb
12—Mr. F. B. Marshall's Tip Cat, 11st 1lb
13—Mr. F. B. Marshall's Tip Cat, 11st 1lb
14—Mr. F. B. Marshall's Tip Cat, 11st 1lb
15—Mr. F. B. Marshall's Tip Cat, 11st 1lb
16—Mr. F. B. Marshall's Tip Cat, 11st 1lb
17—Mr. F. B. Marshall's Tip Cat, 11st 1lb
18—Mr. F. B. Marshall's Tip Cat, 11st 1lb
19—Mr. F. B. Marshall's Tip Cat, 11st 1lb
20—Mr. F. B. Marshall's Tip Cat, 11st 1lb
21—Mr. F. B. Marshall's Tip Cat, 11st 1lb
22—Mr. F. B. Marshall's Tip Cat, 11st 1lb
23—Mr. F. B. Marshall's Tip Cat, 11st 1lb
24—Mr. F. B. Marshall's Tip Cat, 11st 1lb
25—Mr. F. B. Marshall's Tip Cat, 11st 1lb

THE GERMAN CUP.—Presented by members of the Club Germania. Second to receive \$150; and Third \$50. For China ponies. Subscription griffins of this season 1906-1907. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

1—Mr. Buxey's Autumn Rose, 11st 1lb
2—Mr. Buxey's Big Rose, 10st 12lb
3—Mr. Carruthers' Homocoe, 10st 9lb
4—Mr. C. Paul Chater's Rust, 10st 9lb
5—Mr. W. G. Clarke's Vagabond, 10st 12lb
6—Father O'Flynn's Dublin, 10st 11lb
7—Mr. J. Gray Scott's Whitcomb, 10st 11lb
8—Messrs. T. F. Hough and E. Shewan's Inverurie's Hope, 10st 12lb

9—Messrs. T. F. Hough and E. Shewan's The Skean Dhu, 10st 4lb
10—Mr. Hurstham's Wicked, 10st 12lb
11—Mr. Leland's Robbie, 10st 12lb
12—Mr. D. Macdonald's Highland Heather, 10st 9lb
13—Mr. D. Macdonald's Highland Bonnet, 10st 9lb
14—Mr. D. Macdonald's Highland Bonnet, 10st 9lb
15—Mr. D. Macdonald's Highland Bonnet, 10st 9lb
16—Mr. D. Macdonald's Highland Bonnet, 10st 9lb
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19—Mr. D. Macdonald's Highland Bonnet, 10st 9lb
20—Mr. D. Macdonald's Highland Bonnet, 10st 9lb
21—Mr. D. Macdonald's Highland Bonnet, 10st 9lb
22—Mr. D. Macdonald's Highland Bonnet, 10st 9lb
23—Mr. D. Macdonald's Highland Bonnet, 10st 9lb
24—Mr. D. Macdonald's Highland Bonnet, 10st 9lb
25—Mr. D. Macdonald's Highland Bonnet, 10st 9lb

THE GOLD COAST CUP.—Presented by His Excellency Sir Matthew Nathan, K.C.M.G. Second to receive \$100; and Third \$50. For China ponies. Weight for inches as per scale. Previous winners at this meeting of one race 7 lb extra; of two or more races 10 lb extra. Griffins allowed 5 lb. Subscription griffins of seasons 1905-1906 and 1906-1907 allowed 10 lb. Entrance \$10. Five furlongs.

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, at the Hongkong Daily Press, 25th January, 1907. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Pusan, Code: A.B.C., 6th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

JAPANESE PAPER LANTERN
FOR ILLUMINATION.
Samples can be sent on application.
T. ARAKAWA,
No. 18, Lyndhurst Terrace,
Hongkong, 29th January, 1907. 296

NOTICE

WE, the Undersigned, HEREBY GIVE PUBLIC NOTICE that we have applied to the Assistant Land Officer at the Hongkong District Land Office, Beaconfield, to be appointed JOINTLY MANAGERS of the KWONG TO TONG (廣道堂) under Section B of Ordinance 3 of 1905.

FUNG FU,
HO KAN PO,
KO CHEUK SHING,
KWONG WAN.

Hongkong, 28th January, 1907. 297

HONGKONG GYMKHANA CLUB.

A MEETING OF MEMBERS will be held at the Office of Messrs. GIBBS, LIVINGSTON & CO., St. George's Buildings, on FRIDAY, 1st February, at 5 P.M.

BU-INESS:—
To DRAW UP a PROGRAMME for the ensuing Season.

C. G. MACKIE,
Hon. Sec. and Treasurer,
Hongkong, 29th January, 1907. 298

OFFICE TO LET.

ONE ROOM IN PRINCE'S BUILDINGS from 1st February. Rent \$50 per month.

Apply—
REUTER, BROCKELMANN & CO.,
Princo's Buildings,
Hongkong, 29th January, 1907. 299

TO LET—FURNISHED.

"LEWKNOR," No. 116, PEAK. April to end September.

Apply—
M. W. SLADE,
Princo's Buildings,
Hongkong, 29th January, 1907. 300

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN" will be despatched for the above Ports on or about MONDAY, 4th Feb. For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.
Hongkong, 29th January, 1907. 301

A. LING & CO.,
FURNITURE STORE

REMOVED TO
No. 19, QUEEN'S ROAD CENTRAL,
Next to
(KUNN AND KONG).
Hongkong, 29th January, 1907. 2051

MAIL TABLES

FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents
On Paper 20 "

On Sale at the Hongkong Daily Press Office,
Hongkong, 29th January, 1907.

ST. STEPHEN'S COLLEGE.

THE Hon. Mr. F. H. MAY, C.M.G., will

DISTRIBUTE PRIZES to successful Students in the above mentioned College TO-DAY (TUESDAY), 29th inst., at 12 Noon.

Hongkong, 29th January, 1907. 286

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 79.

SUNKEN JUNK IN STEAMER PASSAGE

IRON BARRIER.

NOTICE IS HEREBY GIVEN that a

stone laden Junk has SUNK in the

Steamer Passage IRON BARRIER COLLINSON

BEACH.

The least depth of water over the wreck at

low water of Spring tides is 15 feet.

A boat has been moored to mark the position,

on which a Red flag will be hoisted by day and

a Red Light exhibited at night.

J. HOWELL MAY,
Harbour Master.

Approved:—
F. J. MAYERS,
Acting Commissioner of Customs.

Custom House,
Canton, 21st January, 1907. 261

CAMPBELL, MOORE & CO., LTD.

NOTICE.

ON and after the First FEBRUARY next,

PRICES for HAIR CUTTING, SHAVING, &c., will be REDUCED as follows:—

Hair Cutting 60 cents.
Shaving 25 "
Shampooing 25 "
Trimming Beards 25 "
Singeing Hair 25 "
Face Massage 60 "
Resting Razors 50 "

By Order,
M. A. A. SOUZA,
Secretary,
Hongkong Hotel Buildings,
Hongkong, 16th January, 1907. 212

INTIMATIONS

ZETHAN MARK LODGE, No. 204.

A REGULAR MEETING of the ZETHAN MARK LODGE will be held at the FREEMASONS' HALL TO-NIGHT (TUESDAY), the 29th January, at 8.30 for 9 P.M. precisely. Visiting Brothers are cordially invited to attend.
Hongkong, 29th January, 1907. 272

ZETLAND LODGE, No. 535, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL on FRIDAY, the 1st February, at 8.30 for 9 P.M. precisely. Visiting Brothers are cordially invited to attend.
Hongkong, 29th January, 1907. 274

THE CATHOLIC UNION.

By Special Request

"ALADDIN"

Will be Repeated for the last time.

TO-MORROW (WEDNESDAY),
30th INST., AT 9 P.M.

Book your Seats Early. The Plan of Seats is now on view at the Catholic Union.

Hongkong, 28th January, 1907. 293

COLONIAL SECRETARY'S DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that FIELD FIRING PRACTICE will be carried out as follows:—

On WEDNESDAY, the 30th January, and FRIDAY, the 1st February:—

From Five Apple Pass in a North-Westerly direction against slopes of Timoshan.

On MONDAY, the 4th & 11th February:—

From Glindrinker's Bay in an Easterly direction against Saurigler's Ridge.

On FRIDAY and WEDNESDAY, the 8th and 13th February:—

From Glindrinker's Bay in a North-Westerly direction against lower slopes of Timoshan.

The actual firing will probably continue between 12 Noon and 3 P.M. throughout.

F. H. MAY,
Colonial Secretary.

Hongkong, 25th January, 1907. 287

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD

QUARTER OFFICE, Fletcher Street, until 12 o'clock Noon, on FRIDAY, the 15th

of February, 1907, for the Undermentioned Supplies and Services, for the period of 12

Months from 1st April, 1907:—

1. Meat.
2. Hospital Supplies and Medical Comforts.

3. General Supplies and Provisions.
4. Oil, Wick and Barnick Supplies.

5. Coal, Coke, Wood and Charcoal.
6. Barzack Services and Boatwaging.

7. Washing.
8. Transport Services (Supply of Launches,

Junks, Coolies, etc.).
9. Forage.

Forms of Tender and any Particulars can be obtained on application to this Office, personally or by letter, addressed to the Officer Commanding Army Service Corps, between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up, signed, and dated, and no Tender will be

noticed unless delivered upon the proper form at the HEAD QUARTER OFFICE by 12 o'clock

Noon on the above date, in a closed envelope marked "TENDER" on the outside.

The right to reject any or all Tenders is reserved.

HEAD QUARTERS OFFICE,
Hongkong, 29th January, 1907. 277

IMPERIAL CHINESE RAILWAY ADMINISTRATION.

CANTON-HANKOW RAILWAY.

OWING to the probable high cost of one

quality of Timber, the Railway Company will accept Tenders with sample submitted for the following MIXED AUSTRALIAN

HARDWOOD SLEEPERS, 50,000 in all, in proportional quantities, in addition to Grey

Gum and Iron Bark:—

TURBENTINE.
TALLOW WOOD.

RED AND WHITE MAHOGANY.

The Tenders will be opened on the 4th Feb., 1907, at 2 P.M., as previously advertised.

By Order,
K. Y. KWONG,
Engineer-in-Chief.

Yueh-Han Railway,
Canton, 22nd January, 1907. 297

MITSU BISHI GUSHI-KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices.

1. ABC 5th Ed., Western Union Codes used.

All Letters Addressed:—
MANAGER, MITSU BISHI CO.,
with name of place under

BRANCH OFFICES:—
NAGASAKI, MOJI, KOBE, KAPATSU

SHANGHAI, HONGKONG, Ld., HANKOW.

AGENTS:—
YOKOHAMA: M. ASADA, Esq.,
CHINKIANG: Messrs. CHANGING & Co.

MANILA: Messrs. MACONDRAY & Co.
SOLE PROPRIETORS of Takashima,

Ochi, Shimizu, Namsatsu and Kami-Yamada
Collieries, and also Hojo Colliery, which will

shovel be ready to produce on a large scale the
best Buzen Coal.

The Head and branch Offices and the
Agencies of the Company will receive any order

for Coals produced from the above Collieries.
T. MATSUKI, Manager, Hongkong,
No. 3, Fodder Street.

63

PUBLIC COMPANIES

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 4th February, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1906.

The Register of Shares of the Company will be CLOSED from WEDNESDAY, the 30th January, to MONDAY, the 4th February, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SEBASTIAN HOOPER,
Secretary to the

HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,
Agents for the

KOWLOON LAND & BUILDING CO., LD.
Hongkong, 25th January, 1907. 279

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above

Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vaux Road, Central, on SATURDAY, 9th February, 1907, at 2 o'clock, for the purpose of receiving the Report of the Directors with a Statement of Accounts for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd to 12th February, 1907, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 28th January, 1907. 290

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIRST ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, HOTEL MANSIONS, on TUESDAY, the 12th February, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th January to 12th February, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 21st January, 1907. 292

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO.

Auctioneer. Consignments solicited. Account Sales rendered and settlement effected promptly. No. 24, Queen's Road Central, Hongkong.

BOOKBINDING.

DAILY PRESS OFFICE.

The only office in China having European taught workmen. Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware

MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry.

Coke Importers. General Storekeepers and Commission Agents.

35 & 37, Hing Loong Street (1st Street West of Central Market), Telephone No. 515.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.

Portrait and Group Enlargements and "coloring" Photos and relief Photos.

Stamps of China and Manchu. Work done for Amateurs; No. 24, Queen's Road Central.

PRINTING.

DAILY PRESS OFFICE

Proofs read by Englishmen

TYPEWRITERS.

F. A. V. RIBEIRO,

Typewriter, Understaken, Cleaned, Repaired, Overhauled. Charge moderate.

(late of the Hongkong Typewriting Bureau) 24, Queen's Road Central (First-floor).

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905 1759

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

37, Des Vaux Road Central.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th September 1905 1671

JUST PUBLISHED.

NOW ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中 年十五

FROM 1st JANUARY 1868 to 31st DECEMBER 1913, BEING FROM THE 1st YEAR OF THE 73RD CYCLE TO THE 50th YEAR OF THE 78th CYCLE, THAT IS THE 32nd YEAR OF TUNG CHI TO THE 39th YEAR OF KWANG SU.

PRICE 25 CASH.

On sale at the Hongkong "DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money order.

Hongkong, 3rd October, 1906. 1841

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to sell by Public Auction, TO-MORROW (WEDNESDAY), the 30th January, 1907, at 11 A.M., at the Central Police Station's Compound, and on

THURSDAY, the 31st January, 1907, at 11 A.M., at the Tsim-Sai-Po Police Station, Kowloon, SUNDY UNCLAIMED AND CONFISCATED GOODS,

Comprising:—
CHINESE CLOTHING, BLANKETS, PIECE GOODS, SALT FISH, INDIGO, DRIED LICHES and LUNG-NGAN, MATCHES, CHINESE PAPER, BLACK-WOOD WARE, TOBACCO, WAX, CHINESE UMBRELLAS, CHINESE CANDLES, RATTAN, MATTING, VERMILLION, &c., &c., &c.

Also
A Quantity of GOLD and SILVER JEWELRY.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 28th January, 1907. 291

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to sell by Public Auction,

TO-MORROW (WEDNESDAY), the 30th January, 1907, at 2.30 P.M., at the Occidental Hotel, Elgin Road, Kowloon, THE GOODS AND CHATELAIN,

Comprising:—
SUNDY HOUSEHOLD FURNITURE.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 28th January, 1907. 291

BY ORDER OF THE MORTGAGEE, PARTICULARS & CONDITIONS OF SALE OF VALUABLE LEASEHOLD PROPERTY Situate at Victoria, Hongkong, To be sold by PUBLIC AUCTION ON FRIDAY, the 1st day of February, 1907, at 3 o'clock in the afternoon, at his SALES ROOM, Duddell Street,

by
Mr. GEO. P. LAMBERT, Auctioneer.

THE Property comprises
ALL those two equal fourth parts or shares of estate right title and interest of one DANG CHEE deceased of and in the piece or parcel of ground known and registered in the Land Office as the REMAINING PORTION OF THE RECLAMATION TO MARINE LOT NUMBER SIXTY TWO together with the message or tenement thereon known as No. 25, Des Vaux Road Central, Victoria, Hongkong.

The said Property is sold subject to the Terms, Conditions and Stipulations, covenants and Agreements reserved and contained in Two Agreements dated respectively the 5th day of October, 1899, and the 6th day of December, 1899, respectively being Agreements relating to the Reclamation of MARINE LOT No. 62, and the letting into possession Agreements relating to the said Premises.

Further Particulars and Conditions of Sale may be obtained from
F. X. PALMADA & CASTRO,
Solicitor for the Vendor.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 9th January, 1907. 180

INSURANCES

NORTH BRITISH AND MERRANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905

217,837,119.

I. AUTHORIZED CAPITAL.....£3,000,000

SWAMPED CAPITAL.....2,750,000

PAID-UP CAPITAL.....887,560 0 0

II. FINE FUNDS.....3,886,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 11th July, 1906. 1849

TO LET

TO LET.

2 FOUR-ROOMED HOUSES at Praya East, near East Point.
Apply to—
JARDINE, MATHESON & CO.
Hongkong, 3rd January, 1907. [137]

TO LET

2ND FLOOR of No. 4, ICE HOUSE STREET, Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—
TATA & CO.
Hongkong, 24th December, 1906. [105]

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st August, 1906. [92]

TO LET.

(EITHER IN WHOLE OR IN PART).

THE "GROVE," having 20 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completed installed.
Apply to—
E. M. HAZELAND,
35, Queen's Road Central,
or to
WING-ON, Contractor,
34, D'Aguiar Street,
Hongkong, 10th July, 1906. [96]

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding House or Club.
No. 4, CONDUIT ROAD.
BEAUFIELD ARCADE, Fine Shops and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).
No. 17, QUEEN'S ROAD CENTRAL, Rooms on Front Part, Top Floor, (over Aches).
BELLIOS TERRACE HOUSES, ROBINSON ROAD.
TO LET OR FOR SALE.
NEW HOUSE on MOUNT KELLET, Five Rooms, on Rural Building Lot No. 117.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Building,
Hongkong, 1st November, 1906. [102]

TO LET ON LEASE.

FROM 1ST JANUARY, 1907.

NOS. 6, 8, 10, 12, AND 14, HOLLYWOOD ROAD.
Nos. 1, 2, 3, 4, and 5, SUN WAI LANE.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street,
Hongkong, 24th October, 1906. [101]

TO LET.

RAVENSHILL WEST No. 3, PARK ROAD.
Apply to—
DEACON, LOOKER & DEACON,
Hongkong, 5th December, 1906. [104]

TO LET.

THE PREMISES known as No. 193, WANCHAI ROAD, now occupied by Messrs. Macdonald & Co.'s Engineering Works. Possession, 1st February, 1907.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 5th January, 1907. [135]

TO LET.

NO. 27, SEYMORE ROAD.
4 New Houses in KENNEDY ROAD, near Wan Chai.
No. 90 & 91 GODOWN PRAYA EAST.
Apply to—
SAM WANG CO. LTD.,
31, Queen's Road Central,
Hongkong, 13th November, 1906. [103]

TO BE LET.

FURNISHED.

FROM THE 2ND WEEK IN APRIL NEXT.
"TAN MOR" PEAK ROAD, Six Good Rooms, 3 Bath Rooms, Drying and Store Rooms, Grass Tennis Court. Moderate rental to good tenant.
No. 6, EAST AVENUE, Kowloon, Four-Roomed House. Possession from 1st February.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th December, 1906. [117]

TO LET.

NO. 1, WEST END TERRACE, Shamson, Canton.
Apply to—
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 11th December, 1906. [91]

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL, GREENCROFT, GARDEN ROAD, Kowloon.
Apply to—
LEIGH & ORANGE,
1, Des Voeux Road,
Hongkong, 1st June, 1906. [94]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.
"RANFULLY" CONDUIT ROAD.
A HOUSE in WONG NEI CHONG ROAD, GODOWNS IN PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RIFON TERRACE, FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st March, 1906. [151]

TO LET.

NOS. 1 AND 3, ORMSBY VILLAS GRANVILLE ROAD, Kowloon.
Apply to—
SPANISH PROCURATION,
Hongkong, 3rd January, 1907. [136]

TO LET.

TO LET.

NO. 6, LYEMOON VILLAS, Kowloon. Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.
Apply to—
"LYEMOON"
Care of "Daily Press" Office,
Hongkong, 21st January, 1907. [241]

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 3rd June, 1906. [197]

TO LET.

FULLY FURNISHED—from April 15th.
ALTEDENA, BARKER ROAD, the PEAK. Seven Rooms with ample Bath and Dry Rooms. Apply to—
J. S. VAN BUREN,
Care of Nippon Yusen Kaisha,
Hongkong, 3rd January, 1907. [138]

TO LET.

IN ALEXANDRA BUILDINGS Small Offices on Second Floor.
Apply to—
SECRETARY,
A. S. WATSON & CO., LTD.
Hongkong, 4th January, 1907. [150]

TO LET.

POSSESSION FROM 1ST MARCH NEXT.
WELLBURN, No. 81 the PEAK.
Apply to—
JAVA-CHINA-JAPAN LIJN,
York Buildings,
Hongkong, 22nd January, 1907. [254]

Cunliffe, Russell & Co.
10 & 12, Place de la Bourse,
PARIS.
SECURITIES issued by PARIS European Gov'ts and Municipalities offering prospectus of immense returns.
To be purchased for cash or on the "Times" system of monthly payments.
CUNLIFFE, RUSSELL & CO. being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every Drawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential.
[76]

LADIES' AND GENTS' BOOTS AND SHOES.
EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.
PRICES MODERATE.

A TACK & CO.,
26, DES VOEUX ROAD CENTRAL.
Hongkong, 18th January, 1907. [39]

NATAL LINE OF STEAMERS
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight. For Freight and further particulars, apply to—
DODWELL & CO., LIMITED.
General Agents for China and Japan
Hongkong, 4th August, 1906. [8]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.
CODE WORD: "DOCK"
NEW DOCK NOW OPEN.
DOCK NO. 3.
Extreme Length... 722 feet.
Length on Blocks... 714
Width of Entrance on Top... 364
Width of Entrance on Bottom... 364
Water on Blocks at Spring Tide 34
DOCK NO. 1.
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 82
Width of Entrance on Bottom... 72
Water on Blocks at Spring Tide 61
DOCK NO. 2.
Extreme Length... 371 feet.
Length on Blocks... 364
Width of Entrance on Top... 66
Width of Entrance on Bottom... 58
Water on Blocks at Spring Tide 22
PATENT SLIP.
Suitable for vessels up to 1,000 TONS.
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.
A LARGE STOCK of MATERIAL is always kept on hand.
The COMPANY has the powerful steamers "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready. Short Notice.
[1176]

HONGKONG JOCKEY CLUB.

(Continued from page 3.)

17—Mr. Ellis Kadoorie's Manchurian Chief, 10st 7lb.
18—Mr. F. B. Marshall's Tip Cat, 11st 1lb.
19—Mr. Medcoe's Nigel, 9st 13lb.
20—Mr. John Peel's Ard Patrick, 11st 1lb.
21—Mr. John Peel's Cotswold, 11st 4lb.
22—Mr. John Peel's Craven (late Ionic), 11st 13lb.
23—Mr. Mr. H. P. White's Zepetor, 10st 11lb.
24—Mr. H. P. White's Gray Tick, 10st 2lb.
25—Mr. Wingard's White Blaze, 11st 1lb.
* Allowance of 5lb. deducted.
* Allowance of 10lb. deducted.

THE CHALLENGE CUP.—Value £50. Presented. Second to receive \$100, and Third \$50. For griffins on date of entry and points that have never won a race. Subscription griffins of this season 1906-1907 allowed 5 lb. Weight for inches as per scale. Previous winners barred. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. One mile.

1—Mr. Bratton's Preston (late Rotherham), 10st 1lb.
2—Mr. Buxey's Melrose, 10st 13lb.
3—Mr. Buxey's Spring Rose, 11st 1lb.
4—Mr. Buxey's Dwarf Rose, 10st 12lb.
5—Mr. W. G. Clarke's Vagabond, 10st 12lb.
6—Mr. Copenhagen's Cubic, 11st 1lb.
7—Mr. F. B. Marshall's Tip Cat, 11st 1lb.
8—Mr. F. B. Marshall's Nigel, 9st 13lb.
9—Messrs. T. F. Hough & R. Shewan's the Prince of Cadzow, 10st 12lb.
10—Mr. Ellis Kadoorie's Zulu Chief, 10st 9lb.
11—Mr. D. Macdonald's Highland Heather, 10st 4lb.
12—Mr. D. Macdonald's Highland Bonnet, 10st 4lb.
13—Mr. Godfrey Master's Blue Nile, 11st 1lb.
14—Mr. John Peel's Craven (late Ionic), 10st 12lb.
15—Mr. John Peel's Beaufort, 10st 12lb.
16—Mr. John Peel's Southdown, 10st 9lb.
17—Mr. John Peel's Atherstone, 11st 4lb.
18—Mr. C. H. Ross' Ben Eion, 10st 12lb.
19—Mr. Shewar's Vagabond, 10st 12lb.
* Allowance of 5lb. deducted.

THE CHALLENGE CUP.—Value One hundred Guinea. For China points. A forced entry of \$10 each, but optional to China points, subscription griffins of this or previous seasons. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the bona fide property of the same owner or owners. Winner to receive \$300 and 20 per cent. of the prize money, and Third \$50 and 10 per cent. of the entrance fees until the Cup is finally won, when the second pony will receive 75 per cent., and third pony 25 per cent. of the entrance fees. No mile and three quarters.

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1—Mr. Bratton's Preston (late Rotherham), 10st 1lb.
2—Mr. Buxey's Melrose, 10st 13lb.
3—Mr. Buxey's Spring Rose, 11st 1lb.
4—Mr. Buxey's Dwarf Rose, 10st 12lb.
5—Mr. W. G. Clarke's Vagabond, 10st 12lb.
6—Mr. Copenhagen's Cubic, 11st 1lb.
7—Mr. F. B. Marshall's Tip Cat, 11st 1lb.
8—Mr. F. B. Marshall's Nigel, 9st 13lb.
9—Messrs. T. F. Hough & R. Shewan's the Prince of Cadzow, 10st 12lb.
10—Mr. Ellis Kadoorie's Zulu Chief, 10st 9lb.
11—Mr. D. Macdonald's Highland Heather, 10st 4lb.
12—Mr. D. Macdonald's Highland Bonnet, 10st 4lb.
13—Mr. Godfrey Master's Blue Nile, 11st 1lb.
14—Mr. John Peel's Craven (late Ionic), 10st 12lb.
15—Mr. John Peel's Beaufort, 10st 12lb.
16—Mr. John Peel's Southdown, 10st 9lb.
17—Mr. John Peel's Atherstone, 11st 4lb.
18—Mr. C. H. Ross' Ben Eion, 10st 12lb.
19—Mr. Shewar's Vagabond, 10st 12lb.
* Allowance of 5lb. deducted.

THE CHALLENGE CUP.—Value One hundred Guinea. For China points. A forced entry of \$10 each, but optional to China points, subscription griffins of this or previous seasons. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the bona fide property of the same owner or owners. Winner to receive \$300 and 20 per cent. of the prize money, and Third \$50 and 10 per cent. of the entrance fees until the Cup is finally won, when the second pony will receive 75 per cent., and third pony 25 per cent. of the entrance fees.

SHIPPING.

ARRIVALS.
ALACRITY, British despatch vessel, 1,700, Lea-
cham, R.N., 28th Jan.—Manila 24th Jan.
CABLE DIVERGENCE, German str., 274, H.
Schlaikier, 28th Jan.—Haiphong and Hoi-
how 27th Jan., General.—Jensen & Co.
CHINA, Austrian str., 3,853, G. Daninovich,
28th Jan.—Japan and Shanghai 24th Jan.,
General.—Sander, Wieler & Co.
CHOWA, German str., 1,355, P. Hermeling,
28th Jan.—Bangkok 18th Jan. and Swatow
27th Jan., Wood, & Co.—Butterfield & Swire.
HUE, French str., 705, J. Pannier, 28th Jan.,
Haiphong and Kwangchow 27th Jan.,
General.—A. R. Marty.
KANAPUTO MARU, Jap. str., 1,795, K. Yoshi-
matsu, 28th Jan.—Mol 23rd Jan., General.
—Fukusei Co.
KWANGLO, Chinese str., 1,488, R. L. Lincoln,
28th Jan.—Shanghai 25th Jan., General.
—Chinese.
PRIMA, Norwegian steamer, 27th January—
from Canton.
PRINZ HEINRICH, German str., 3,902, P.
Grosch, 28th Jan.—Shanghai 26th Jan.
Mails and General.—Melchers & Co.
SCHIANO, British str., 1,776, T. A. Mitchell,
28th Jan.—Calcutta 10th January, Coal-
Jardine, Matheson & Co.
YINGCHOW, British str., 1,207, Frazier, 27th
January—Daily 15th January, General.
Butterfield & Swire.

CLEARANCES.
At the Harbour Master's Office
Jan. 28th.
Dott, Norwegian str., for Ningpo.
Kwanglo, Chinese str., for Canton.
Prima, Norwegian str., for Saigon.
Prenzlau, Norwegian str., for Swatow.
Shashi Maru, Japanese str., for Swatow.
Specie, German str., for Singapore.
Tetti, Norwegian str., for Mol.
Yingchow, British str., for Canton.

DEPARTURES.
Jan. 28th.
ALGER, French cruiser, for practice.
AMBAI, F. Urichon, French str., for Shanghai.
BINGO MARU, Japanese str., for Kobe.
HOPNANG, British str., for Canton.
PROTECTOR, Norwegian str., for Bangkok.

SHIPPING REPORTS.
The British str. *Sussex* reports: Fine
weather throughout, equally and rain at Gap
Beck.
The Chinese str. *Kwanglo* reports: Shanghai
to White Dog light N.W. winds and fine,
hence to Ockea done for, hence to port more
rate northerly winds and fine.

VESSELS IN DOCK.
Jan. 28th.
ABREDEEN DOCKS.—Pusan, *Indra*.
KOWLOON DOCKS.—*Sussex*, *Montevideo*,
Prima, *Y. de Alencar*, *Paria*, *Via Walkem*,
H.M.S. Whiting, *Kwanglo*, *Empire of India*,
Jekin, *Kaifong*, *Johanne*.
COSMOPOLITAN DOCKS.—*Peng Fei*, *Anfrid*.

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE
AND MOJI.

THE Steamship
"GREGORY APCAR."
Captain S. H. Belson, will be despatched for the
above ports TO-DAY, the 29th inst., Noon.
This steamer has superior accommodation for
passengers and is installed throughout with
Electric Light and carries a duly certified
Doctor.

For Freight or Passage, apply to
DAVID SASSOON & Co. Ltd.,
Agents.

Hongkong, 22nd January, 1907. 255

NOTICE.

FOR KUDAT AND SANDAKAN,
Taking Cargo at Through Rates to
TAWAU, LAHAT, LATU, LABUAN,
JOLO, MENADO AND ZAMBOANGA.

THE Steamship

"BORNEO,"
Captain F. Seabill, will leave TO-DAY, the
29th January.

For Freight or Passage, apply to
NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 28th January, 1907. 5



**AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.**

**STEAM FOR
FIUME AND TRIESTE (DIRECT).**
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the Brazils,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"
Captain Danianovich, will be despatched as above
TO-MORROW, the 30th inst., 7 P.M.

This steamer has capital accommodation for
passengers, electric light and carries a doctor.
For information as to Passage and Freight
apply to

SANDER, WIELER & Co.,
Agents,
Princes Buildings.

Hongkong, 5th January, 1907. 3

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"MUNCASTER CASTLE" 9th Feb.

"LOWTHER CASTLE" 21st Mar.

For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.

For the 29th January, 1907 1787

"SHIRE" LINE OF STEAMERS

FOR LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE,"
Will be despatched for the above ports on or
about the 29th February.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 18th January, 1907. 230

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked
"h" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

Sections.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	About 30th inst.
LONDON & ANTWERP	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 9th Feb., at Noon.
LONDON & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	About 20th Feb.
MARSEILLES, &c., VIA PORTS OF CALL.	OCEANIAN	French str.	—	Magnus	MESSAGERIES MARITIMES	On 5th Feb., at 1 P.M.
MARSEILLES, HAVRE & HAMBURG	FLAVONIA	Ger. str.	k.w.	Wunnenberg	HAMBURG-AMERIKA LINIE	On 13th Mar.
BREMEN, VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	P. Grosch	MELCHERS & Co.	To-morrow, at Noon.
HAMBURG VIA PORTS	SAMBIA	Ger. str.	k.w.	Muller	HAMBURG-AMERIKA LINIE	On 10th Feb.
HAYRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 22nd Feb.
MARSEILLES, HAVRE, CHAGEN & BALTIC PORTS	BRASILIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 24th Mar.
NAPLES, LISBON, HAVRE & HAMBURG	KINA	Ger. str.	k.w.	Bable	HAMBURG-AMERIKA LINIE	About 10th Feb.
NAPLES, LISBON, HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 8th Feb.
NAPLES, LISBON, HAVRE & HAMBURG	HANSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 20th Mar.
TRIESTE, &c., VIA SINGAPORE, &c.	CHINA	Ans. str.	—	Daninovich	SANDER, WIELER & Co.	To-morrow, 7 P.M.
NEW YORK	SIN	Brit. str.	2 m.	—	DODWELL & Co., Ltd.	About 8th Feb.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 14th Feb., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATREMAN	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 20th Feb., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str.	—	E. V. Roberts	DODWELL & Co., Ltd.	On 5th Feb.
SOUTH AMERICAN PORTS VIA JAPAN	KARATO MARU	Jap. str.	—	W. C. T. S. Filmer	TOYO KISEN KAISHA	In April.
SAN FRANCISCO VIA PORTS	DAKOTAH	Brit. str.	—	—	SHEWAN, TOMES & Co.	About 25th Feb.
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	1 m.	Minssen	MELCHERS & Co.	On 2nd Feb., at Noon.
YOKOHAMA & KOBE	TRANQUEBAR	Brit. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 11th Feb., at 4 P.M.
YOKOHAMA & KOBE	TOBIN	Brit. str.	1 m.	C. Lindbergh	MELCHERS & Co.	About 10th Feb.
JAPAN	THIBODA	Brit. str.	—	Zwart	BUTTERFIELD & SWIRE	On 12th Feb., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	GRECOBY AFAR	Brit. str.	—	S. H. Belson	JAVA-CHINA-JAPAN L.L.N.	Quick despatch.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	SHOSHU MARU	Jap. str.	—	M. Namoto	DAVID SASSOON & Co., Ltd.	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	Ger. str.	—	—	OSAKA SHOSHU KAISHA	To-morrow, at Daylight.
SHANGHAI	SHAHSING	Brit. str.	1 m.	F. W. Northcombe	BUTTERFIELD & SWIRE	On 1st Feb., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALMA	Brit. str.	—	G. W. Cockman, R.N.E.	P. & O. S. N. Co.	About 3rd Feb.
SHANGHAI, KOBE & YOKOHAMA	AUSTRALIAN	French str.	—	Verron	MESSAGERIES MARITIMES	About 4th Feb.
SHANGHAI, KOBE & YOKOHAMA	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 5th Feb.
SHANGHAI	DELNI	Ger. str.	k.w.	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	About 8th Feb.
SHANGHAI, KOBE & YOKOHAMA	HELLAS	Jap. str.	—	I. Sakurai	HAMBURG-AMERIKA LINIE	On 10th Feb.
TAMSU VIA SWATOW & AMOY	MANAN MARU	Brit. str.	—	A. E. Hodgins	OSAKA SHOSHU KAISHA	On 3rd Feb., Daylight.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	A. W. Outerbridge	DODWELL & Co.	To-morrow, at 2 P.M.
MANILA	TAMING	Brit. str.	1 m.	R. Mooney	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co.	On 1st Feb., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co.	On 2nd Feb., at Noon.
MANILA	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 9th Feb., at Noon.
CEBU & ILOILO	SUNGKIANG	Ger. str.	1 m.	J. Robinson	BUTTERFIELD & SWIRE	On 5th Feb., at 4 P.M.
KUDAT & SANDAKAN	BORNEO	Brit. str.	—	F. Semblil	MELCHERS & Co.	To-day.
SINGAPORE & SOURABAYA	HOPANG	Brit. str.	—	J. M. Hay	JARDINE, MATHESON & Co.	On 31st inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co.	On 8th Feb., at 3 P.M.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
YOKOHAMA and KOBE	"TRANQUEBAR"	About 10th Feb.
MARSEILLES, HAVRE, COPEN- HAGEN and BALTIC PORTS	"KINA"	About 10th Feb.

For Further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 16th January, 1907. 9

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon, midships, Electric Light, Perfect
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	On 2nd Feb., Noon.
RUBI	2540	R. Almond	Manila.	On 9th Feb., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23th January, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 13th November, 1906. 16

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
SINGAPORE & SOURABAYA	"HOPSANG"	Thursday, 31st Jan., 3 P.M.
"MANILA"	"YUENSANG"	Friday, 1st Feb., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wednesday, 6th Feb., 3 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Cebu, Tientsin, (via Chingwan-to) and
Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 23th January, 1907. 18

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHEANIA," "HABSBURG" and "HOHENSTAUFEN." These
steamers offer to the public the highest comfort yet attained in ocean travelling. They
have very large cabins, provided with ONLY LOWER BERTHS. The cabins are
amidship and fitted with fans. Laundry on Board. Doctor and Stewardsesses carried.
These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at
NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers.
Return tickets issued at reduced rates available for two years. Through tickets to be
had to New York via Naples and Hamburg.

NEXT SAILINGS:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.
SCANDIA ... 5th February	* SILESIA ... 8th February
HABSBURG ... 3rd March	* SCANDIA ... 22nd March
RHEANIA ... 2nd April	HABSBURG ... 5th April
HOHENSTAUFEN ... 30th April	RHEANIA ... 17th May
SILESIA ... 31st May	HOHENSTAUFEN ... 14th June
SCANDIA ... 3rd June	* Call at LISBON.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.
FOR SHANGHAI, KOBE & YOKOHAMA ... 5th February
FOR SHANGHAI, KOBE & YOKOHAMA ... 10th February
FOR SHANGHAI, KOBE & YOKOHAMA ... 14th February

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and
Persian Gulf Ports.

* SILESIA ...	NAPLES, LISBON, HAVRE & HAMBURG ...	8th February
SAMBIA ...	FOR HAMBURG VIA PORTS ...	10th February
SAXONIA ...	FOR HAVRE & HAMBURG ...	22nd February
SLAVONIA ...	FOR MARSEILLES, HAVRE & HAMBURG ...	13th March
* SCANDIA ...	NAPLES, LISBON, HAVRE & HAMBURG ...	20th March
BRASILIA ...	FOR HAVRE & HAMBURG ...	24th March
* HABSBURG ...	NAPLES, PLYMOUTH, HAVRE & HAMBURG ...	5th April

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain.	Sailing Date.
SHAWMUT	9,806	E. V. Roberts	On 5th February.
TREMONT	9,806	T. W. Garlick	On 26th February.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS.
Hongkong, 5th January, 1907. 7

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship

"HAICHING,"
Captain A. E. Hodgins, will be despatched for the
above ports TO-MORROW, 30th inst.,
at 2 P.M.

For Freight or Passage, apply to
DOUGLAS, LAFRAIK & Co.,
General Managers.

Hongkong, 28th January, 1907. 252

**COMPAGNIE DES MESSEGERIES
MARITIMES.**

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN,
DJIBOUTI, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN
AND BLACK SEA PORTS.

THE Steamship

"OCEANIAN,"
Captain Magnus, will be despatched for
MARSEILLES, on TUESDAY, the 5th
February, at 1 P.M.

This steamer connects at Colombo with the
Australia line s.s. "Nera" bound for
Melbourne via BOMBAY and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:

S.S. "TOURANE" ... 19th Feb.

S.S. "TONKIN" ... 5th Mar.

G. de CHAMPEAUX,
Agent.

Hongkong, 23rd January, 1907. 2

**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO Capt. G. W. Gordon, R.N.R.	About 30th January	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALMA Capt. G. W. Gordon, R.N.R.	About 3rd February	Freight only.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 6th February	Freight and Passage.
LONDON, &c., via USUAL PORTS OF CALL	DELTA Capt. C. L. Daniel	Noon, 9th February	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th January, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 29th Jan., 4 P.M.
SHANGHAI	"SHAOHSING"	On 1st Feb., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 5th Feb., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 11th Feb., 4 P.M.
YOKOHAMA and KOBE	"TSINAN"	On 15th Feb., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th January, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* TAMBU via SWATOW AND AMOY	"MASAN MARU" Capt. I. SAKURAI	SUNDAY, 3rd Feb. at DAYLIGHT.
* SHANGHAI via SWATOW, AMOY and FOCHOW	"SHOHU MARU" Capt. M. NEMOTO	WEDNESDAY, 30th Jan., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th January, 1907.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

MARSEILLES AND LONDON.
via COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON THE 27th APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£31 First and £42 Second Saloon,

To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

[1899]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ HEINRICH	WEDNESDAY 30th January
PREUSSEN	WEDNESDAY 13th February
PRINZESS ALICE	WEDNESDAY 27th February
SACHSEN	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
ZIETEN	WEDNESDAY 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May
BAYERN	WEDNESDAY 22nd May
PRINZ HEINRICH	WEDNESDAY 5th June
SCHARNHORST	WEDNESDAY 19th June
ROON	WEDNESDAY 3rd July

ON WEDNESDAY, the 30th day of JANUARY, 1907, at Noon, the Steamship
"PRINZ HEINRICH," Captain P. Gross, with MAILS, PASSENGERS, SPECIAL
CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 23rd Jan. Cargo and
Special will be received on Board until 5 P.M. on TUESDAY, the 23rd Jan. and Parcel
will be received at the Agency's Office until Noon, on TUESDAY, the 23rd Jan.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

Conveying H.M. The King of Siam, carrying Second Class Passengers only.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	231 0 0	242 0 0	229 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	91 0 0	63 0 0	33 0 0

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR	1st Class	2nd Class	3rd Class
return	65 0 0	44 0 0	24 0 0
VIA BREMEN OR SOUTHAMPTON	115 0 0	79 0 0	47 0 0
return	88 0 0	46 0 0	27 0 0
return	123 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and
travelling to Bremen or Southampton overland the same rates will be applied as via Naples,
Genoa or Gibraltair, but in this case the cost of the railway trip, etc., to be at passengers'
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
INTERRUPTION OF THE VOYAGE IN EGYPT:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

via NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).
SAILING DATES

STEAMER	1790 tons	227 tons	3362 tons	SATURDAY, 2nd Feb.	THURSDAY, 28th Feb.	THURSDAY, 28th Mar.
MANILA	1790 tons	227 tons	3362 tons			
PRINZ WALDEMAR						
PRINZ SIGISMUND						

ON SATURDAY, the 2nd FEBRUARY, at Noon, the Steamship "MANILA,"
Captain Minnow, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO	1st Class	2nd Class	3rd Class	return	1st Class	2nd Class	3rd Class	return
TO MANILA	\$50.	\$30.	\$20.	return \$7.10	\$50.			
TO NEW GUINEA	\$28.	\$18.10	\$14.00	return \$2.20	\$27.15			
TO BRISBANE	\$20.	\$12.	\$14.	return \$2.54	\$23.			
TO SYDNEY	\$23.	\$13.	\$15.	return \$2.91	\$24.10			
TO MELBOURNE	\$24.10	\$14.10	\$16.	return \$2.5	\$24.5			
TO YOKOHAMA	\$30.00	\$20.00	\$14.00	return \$17.00	\$130.			
TO KOBE	\$35.00	\$25.00	\$15.00	return \$17.00	\$130.			
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00						

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 237. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 98. 0. 0.
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

STEAMER	1st Class	2nd Class	3rd Class	return
SHANGHAI, NAGASAKI, "PREUSSEN"				Wednesday, 30th Jan.
KOBE & YOKOHAMA				
SHANGHAI, NAGASAKI, "PRINZESS ALICE"				Wednesday, 13th Feb.
KOBE & YOKOHAMA				

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

TO	1st Class	2nd Class	3rd Class
To London via Plymouth or Southampton	232. 0. 0.		
To Bremen	63. 10. 0.		
To Paris via Cherbourg	65. 0. 0.		
To Naples, Genoa via Gibraltair	65. 0. 0.		

Passage money payable in local currency at current sight Bank rate of Exchange on the
day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

Tons Reg.

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

Tons Reg.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELOERS & CO.,

AGENTS.

Hongkong, 12th October, 1906.

[207]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF INDIA" 6,000 Tons	THURSDAY, 14th Feb.	4th Mar.
"ATHEMIAN" 3,832 "	WEDNESDAY, 20th Feb.	15th Mar.
"MONTEAGLE" 6,163 "	WEDNESDAY, 27th Feb.	23rd Mar.
"EMPERESS OF JAPAN" 6,000 "	THURSDAY, 14th Mar.	1st April
"TARTAR" 4,425 "	WEDNESDAY, 27th Mar.	20th April
"EMPERESS OF CHINA" 6,000 "	THURSDAY, 11th April	29th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
YOKOHAMA, NAGASAKI through the INLAND SEA OF JAPAN, KOBE,
YOKOHAMA and VICTORIA, B.C. Consisting at VANCOUVER with a Special Mail
Express, and at St. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPERESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 250; via New York 262.
Intermediate on Steamers "240," "242," "243."

R.M.S. "MONTEAGLE," "TARTAR" and "ATHEMIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. ORADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Rake Pier.

SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS: "HARCOAL" SABANG OR AMSTERDAM.

General Agent: G. A. WITT, London, E.C.

Consolidating Agents: HALL BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and
to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

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No harbour dues, no pilotage charged, and quick despatch given DAY AND NIGHT.

FRESH WATER AND ICE, SHIP'S STORES AND PROVISIONS at Moderate Prices.

Floating Dock available for Steamers, up to 3,000 tons' displacement and workshop
fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong,
JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS. [2200]

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These tiny
Capsules
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in forty-eight hours without
inconvenience.

Each Capsule bears the name MIDY.

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For functional troubles, delay, pain
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PRICE 50 CENTS CASH.

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Office or from the Local Booksellers.

Hongkong, 23rd November 1906. [2180]

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PRESS" Office.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. E. La T. Leatham,
Manila.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 h.p., Captain C. L. Vaughan-Lee,
Manila.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. E.
C. W. Davison, Shanghai.

Britomart, gunboat, 710 tons, 800 h.p., Lieut.
W. L. Banbury, Yangtze.

Cadmus, British sloop, 1,070 tons, Comdr. E. L.
Mayende, Shanghai.

Clio, British sloop, 1,070 tons, Comdr. C. D.
S. Raikes, Hongkong.

Diadem, 1st class cruiser, 11,000 tons, 16 guns,
16,500 h.p., Capt. Empress, Hongkong.

Fame, torpedo-boat destroyer, 360 tons, 6
guns, 5,700 h.p., Lieut. Comdr. G. Grasson,
Hongkong.

Flores, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 h.p., Capt. Grant Dalton, Weihaiwei.

Hardy, torpedo-boat destroyer, 360 tons, 6 guns,
4,000 h.p., Lieut. Comdr. Cox, Hongkong.

Hart, torpedo-boat destroyer, 360 tons, 6 guns,
4,000 h.p., Lieut. Comdr. P. Henniker,
Heaton, Hongkong.

Jaune, torpedo-boat destroyer, 360 tons, 6 guns,
3,900 h.p., Lt. Comdr. Darvall, en route
Hongkong.

Kent, cruiser, armoured, 9,800 tons, 14 guns,
22,000 h.p., Captain S. V. Yde Horsey,
Manila.

King Alfred, British cruiser, 14,000 tons,
Capt. Cecil F. Thurst, Manila.

Kishu, river gunboat, 351 tons, Lieut. Comdr.
F. Crabtree, Shanghai.

Monsieur, cruiser, 9,800 tons, Capt. J. A.
Tuke, Manila.

Mourmelon, river gunboat, 180 tons, 2 guns,
Lieut. Comdr. Vaughan, West River.

Nightingale, river gunboat, 35 tons, 240 h.p.,
Lieut. Comdr. R. S. Roy, R.N., Shanghai.

